

BEACON

IN THIS ISSUE

HANSCOM EMERGENCY TEAM AGAIN PROVES ITSELF

Simulated exercise termed huge success

BOSTON MEDFLIGHT CELEBRATES 20TH ANNIVERSARY

Oldest aero club in the Americas pays special tribute

BOB DOPPLER TO RETIRE

Aviation Electronics to continue under new ownership

SCOTT CROSSFIELD APPEARS AT HANSCOM

AirShares Elite presents famous astronaut in unique marketing approach

BOTH OSHKOSH AND BASIN HARBOR EVENTS DRAW HUGE CROWDS

Hundreds of Hanscom residents attend record-breaking shows

MANAGEMENT COMPANY JOINS CAMBRIDGE GROUP

New group to offer complete turnkey services for hangars

PENNSYLVANIA MAN SEEKS LONG-LOST FRIEND THROUGH HANSCOM BEACON

George Freytag reads about FAA banquet award for original instructor



HANSCOM AIRCRAFT EMERGENCY TEAM AGAIN PROVES ITSELF

It happened July 27, 2005.

The weather at 0855 local time was reported as:

Winds-110 at 15 knots, gusts to 45 knots

Ceiling – 900 overcast

Temperature – 85°F with severe thunderstorms reported in the area and heavy wind shear.

Runway 11 was in use.

At 0855 Bedford Tower cleared Boeing 727 N123AB to land on Runway 11 under Instrument Meteorological Conditions (IMC). While on short final, the pilot lost directional control and the aircraft impacted the ground south of Runway 11 and slid into building 1840, the FAA hangar. Upon witnessing the event, Bedford Tower immediately picked up the crash phone and notified Massport-Operations, Air Force Fire, Lincoln Police Department, Mass State Police and Armstrong Ambulance.

Initial observations showed the damaged Boeing 727 resting next to the FAA hangar with visible smoke and fire. Immediately all participants rushed into action – all within three minutes!

An actual happening? Not really. It was a simulated exercise.

The Massachusetts Port Authority (Massport) conducts these simulated accidents every three years in accordance with Federal Aviation Administration regulations. The last exercise was held in 2002.

The basic objective of the exercise is to provide effective delivery of emergency management functions from community, federal, state, and local authorities in the event of an aircraft accident on or near Hanscom Field. Special emphasis is placed on command, control, communications, and interagency coordination in accordance with FAA regulation Part 139.325.



Continued on next page, column 1



Known as the Triennial Emergency Drill, the airport simulates an aircraft accident that involves mutual aid response from Bedford, Concord, Lexington and Lincoln.

The exercise comprises a multitude of participating personnel including the Massachusetts State Police, Massachusetts Red Cross, U.S. Air Force, Federal Aviation Administration (FAA), National Transportation Safety Board (NTSB), Transportation Security Administration (TSA), The Lahey Clinic, Emerson Hospital, Boston Medflight, Signature Flight Support, Jet Aviation and 44 Wyotech student volunteers acting as victims. The Wyotech Aeronautical Maintenance and Technology School also provided the Boeing 727 aircraft for the drill as well as members of their management staff and instructors to assist in the exercise.

According to Bill Hildredth, Fire Chief at Hanscom, the exercise was termed a success.

The 36 firefighters, thanks to their constant training, handled each of their duties in a very professional, expeditious manner and the cooperation between Massport and other local agencies was exemplary.

When asked what he might suggest to improve the program, Hildredth replied, "Of course we can always improve a program, no matter how successful it is. If anything, I'd suggest we expand the program to put more emphasis on the communications with local law enforcement groups. Some local residents were concerned with the large number of emergency vehicles traveling en route to Hanscom Field that morning and were told it was a drill, not an actual emergency and there was no need for alarm so I'd suggest we communicate more effectively with them in the future. Overall, I was very pleased with the cooperation we received from local communities—from all their departments, including family support centers. But communications is the key."

But just think about it. A plane is coming in for an emergency landing. You've got a maximum time of three minutes to have your firefighting equipment dash from the Hanscom fire station on the East Ramp to the midway point of the farthest runway. You've got to assess what type of emergency the aircraft is experiencing; landing gear malfunction, engine failure, smoke or fire. What hazardous materials are on board and how many passengers are involved? All this information must be obtained in seconds to determine what types of equipment you will need.

Quick response of this nature doesn't come easy. Fortunately, all Hanscom's firefighters have a great deal of experience and training and come under the aegis of Hanscom Air Force Base.

As we are well aware, firefighters, especially those in a command position, are all specially trained to not only fight fires, but to have a thorough knowledge of chemicals, explosives and other hazardous materials.

But Hanscom's firefighters receive training that is even more intensive. Not only must they have the everyday training required to perform their duties, but they must also have an excellent knowledge of the electrical, hydraulic and fuel systems of various aircraft. In addition, all firefighters are EMTs.

They must have airport firefighting certification and be Firefighter 2-certified under the NFPA, not an easy requirement to accomplish.

The training for Hanscom firefighters is intense and never-ending.

As part of the overall strategy, aircraft drills are conducted monthly; night drills quarterly and live, "put out the fire" drills annually.

As an example: The tower sends an urgent message to the fire department, "Aircraft coming in on runway 29 with an emergency. ETA, two minutes." The alarm and public address system make the announcement throughout the fire department so that no matter where the firefighter is located, he can hear the call. Within seconds there is a scramble in the department as the firefighters don their suits, set up the equipment and start rolling. They must be at the midway point of the farthest runway able to deliver water and foam with the necessary equipment within three minutes from time of known notification. This is a part 139 requirement of the FAA.

Meanwhile, the command officers are getting additional information from the tower. What is the nature of the emergency, how many souls on board, what type of aircraft, what cargo is it carrying and is it hazardous?

By the time the aircraft has landed, all vehicles will be stationed at strategic positions around the field, monitoring four frequencies; ground control and three other discrete frequencies that are used by the fire department. Each firefighter knows exactly what his role will be. Each vehicle, truck, ambulance, EMTs, MedFlight and Massport personnel will immediately be "on the ready."

One of the vehicles sent to the scene immediately will be the P-19 Aircraft Crash Fighting Vehicle. It holds 1000 gallons of water, 130 gallons of AFFF foam, 500 pounds of dry chemicals and special cutting and rescue equipment.

Other vehicles that may be sent or are available are: two fire engines that carry foam and water with large diameter hoses, a rescue vehicle with assorted medical equipment, another aircraft crash vehicle that also carries water and foam, a hazardous material and rescue unit that contains special tools, two large foam and water tankers (around runways, there are no hydrants so all fire equipment must be self reliant), a command trailer which contains radios, computers, generators and all the necessary equipment for command and communications, and a decon trailer for decontamination should hazardous materials be encountered.

Each driver, incidentally, is trained to handle vehicles according to the national standard driver-training program, which emphasizes turning capacity, braking and other maneuvers that may be necessary in an emergency.

The department always has a minimum of 14 firefighters on 24/7 duty.

Each time aircraft of different configurations appear at Hanscom on a regular basis, special courses are given to firefighters to familiarize them with the locations of various components. Cutting into the wrong section of a downed





aircraft could ignite sparks by battery wiring or other devices that would cause an explosion, and perhaps, a total disaster.

When asked about the efficiencies of various departments at Hanscom, Hildredth added, "We're very fortunate to have the caliber of people here at Hanscom. "The tower personnel," he exclaimed, "well we all the know the great job the tower operators do. Time and time again, they receive accolades for their professionalism. And as for the Massport staff, you couldn't ask for a more cooperative and professional group. Without a doubt, I feel that Hanscom is one of the most safety and security conscious airports around."

HUNDREDS OF AERO CLUB MEMBERS AND FRIENDS CONVERGE ON BASIN HARBOR FOR A WEEKEND TO REMEMBER

Even if you ordered a more perfect weekend, it couldn't have been possible.

The weather was perfect for flying, driving, walking or whatever. The crowd was cheerful and enthusiastic.

And the scene was comprised of over 200 aircraft and vehicles, and boats of every description with a crowd estimated at one thousand.

The event was the 19th annual Wings, Wheels and Keels, sponsored by the Aero Club of New England (ACONE) Basin Harbor Club Fly-In at the beautiful Basin Harbor Club on Lake Champlain, Vergennes, Vermont.

The event was held in conjunction with the Vermont Automobile Enthusiasts and the ACBS Lake Champlain Chapter. Many of the

members stayed for the weekend.

There were special exhibitions and events that featured new aircraft, including Adam, Cessna, Cirrus, Diamond, Lancair, Liberty, Socata and Symphony.

There were avionics displays from Avidyne, Bose, Garmin, L-3 Avionics and Ryan.

Antique wooden boats were on display at the marina as well as an antique auto parade and a sailplane show featuring Jim Parker's aerobatic sailplane dancing through the clouds to the sounds of "Clair de Lune."

Prizes included t-shirts, avionics equipment, kneeboards and Zuluboard, in addition to a ride in Pete Kallanders's new Cessna 182.

The ACONE Basin Harbor event is always one of the more exciting events in New England aviation. The club is located just outside historic Vergennes, Vermont. The Lake Champlain Maritime



Museum is next door to the resort where you can delve into the rich history of the Champlain Valley, the site of pivotal battles during the sixteenth and seventeenth centuries, and an important corridor for agricultural products. And just a short drive away, Burlington, one of New England's most charming and beautiful cities, is home to museums, historical sites, art and craft galleries as well as working farms, music, film and other cultural events.

David Margolis and his staff from ACONE, should be highly commended for arranging one of the most exciting and enjoyable weekends for aviation and auto enthusiasts.

The Aero Club of New England, the oldest aero club in the Americas, features not only exciting events, scholarships and educational seminars, but also presents special awards to individuals who have contributed greatly to aviation. For more information about ACONE, or to become a member, you can visit their website at <http://www.acone.org>.



Temporary Tower

NOTICE TO PILOTS & AIRCRAFT MAINTENANCE PERSONNEL

If you see anyone acting suspiciously on or near Hanscom property, please call Massport authorities at 617 212 6592 or State Police at 781 869 8095.

When arriving at night and you need an escort, call 617-212-6592.

AIRSHARES ELITE FEATURES SCOTT CROSSFIELD IN UNIQUE MARKETING SEMINAR

As what was described as one of the most creative and interesting seminars ever presented at Hanscom Field, Brad Rosse and his assistant Michelle Doyle, proved to the aviation industry that the high cost of aircraft ownership can really be brought down and put into the hands of pilots who desire the newest advancements in aircraft and avionics.



(l to r) Peter D'Auteuil, Scott Crossfield, Michelle Doyle, Brad Rosse, David Lee, Michael Francis

The event took place in the Jet Aviation Hangar and played to an overflowing crowd with the featured speaker being Scott Crossfield, astronaut and test pilot who became the first man to fly at twice the speed of sound.

Several new Cirrus aircraft were placed around the hangar so that the crowd could examine, touch and drool over the beautiful machines and their sophisticated avionics package. And as most of the viewers "oohed and aahhed" over the equipment and thought to themselves, "wish I could afford something like that," they were utterly amazed, when at the end of the presentation, they found that the aircraft could be within their reach.

The evening began with Brad Rosse thanking the audience for attending and introducing the speakers, David Lee, Chairman and CEO of AirShares Elite and astronaut Scott Crossfield.

The first speaker, David Lee, set the stage with a nostalgic trip through time as he evoked memories most pilots have as youngsters and all their thoughts of someday flying through the skies in an aircraft or rocket ship. He brought us back to the times of the F4 U Corsair, the X-15 and the Gemini, Mercury and Saturn programs, the space shuttle program and more recently, the private ventures of Burt Rutan and his incredible flying machines.

As he mentioned, "For me, the jet and rocket test pilots were the "cowboys and Indians" of my childhood. They were my heroes, America's heroes"

Lee then continued, "AirShares Elite has recently celebrated its 5th Birthday. As I think back on why we created this business, it was a very simple vision...to further what Scott Crossfield and other aviation pioneers started...to push aviation and understanding to the next level - in a sense to make aviation "possible". It is our ambition to further that possibility by bringing the personal aviation experience to more people through AirShares."

"And now, let me introduce Scott Crossfield:

Crossfield was mesmerizing as he talked about flying the earlier aircraft. He told stories - both at the event and later, in private - of surviving exploding rocket engines, experimental aircraft going into spins at the moment of release from a B-29, having complete electrical failures in IFR conditions... and making jokes about each and every incident.

He mentioned that the research airplane program was probably the most successful government research program on record, involving about 30 airplanes for 30 years from 1945 to 1975, and probably produced almost all of the information that has been essential to our transonic and supersonic flights and our space program

"The X-1" he mentioned, "was the first of the research airplane series with probably its sole purpose-- to see if we could exceed the speed of sound with a manned aircraft."

On Nov. 20, 1953, he became the first man to fly at twice the speed of sound as he piloted the Skyrocket to a speed of 1,291 mph (Mach 2.005).

Interestingly enough, Scott mentioned that the primary shape of the X-1 came from the 50-caliber bullet because in those days there were no wind tunnels to do testing transonically, so it was decided to utilize the shape of a 50-caliber bullet because it was a well-known supersonic projector.

Without a doubt, Crossfield fascinated the audience with descriptions of events and the testing involved in the programs.

Brad Rosse, in closing the program described, "Scott must be one of the luckiest men alive with his exploding rocket engines, experimental aircraft going into spins, complete electrical failures in IFR conditions... and still able to make jokes about each and every incident."

The AirShares Elite program may prove to be a boon to aircraft owners that are fed up with the hassle and the high costs of maintenance, insurance, rent and avionics upgrades. For pilots, it could be the ideal situation to always fly the newest and most sophisticated aircraft.

If you'd like to explore the AirShares program and how it can bring down the high cost of aircraft ownership, while putting you in one of the most advanced single-engine aircraft flying today it could be worth your while to investigate the AirShares Elite program and see the amazing Cirrus SR-22 aircraft.

The New England AirShares Elite office is located in Jet Aviation facility at Hanscom Field. Additional offices around the country are located in Atlanta, Birmingham, Boston, Chicago, Detroit (Pontiac), Ft. Lauderdale, Ft. Myers, Miami, New York (White Plains), Philadelphia and Washington DC. Further information can be obtained by contacting: www.AirSharesElite.com

Or contact:

Brad Rosse, AirShares Elite - New England,
380 Hanscom Drive, Bedford, MA 01730,
Phone: (781) 541-7070 Fax: (781) 274-8197
brosse@airshareselite.com

NOTICE

Massport is seeking on-call, part-time snow removal personnel for the winter season 2005-2006, hourly wage \$29.70. Must possess a CDL-A driver's license. Interested individuals should apply at the Massport office, located in room 315, 3rd floor of the Civil Air Terminal, 200 Hanscom Drive, Bedford, MA or by calling 781-869-8000.

NEW AIRCRAFT HANGAR DEVELOPMENT AND MANAGEMENT COMPANY JOINS CAMBRIDGE GROUP LLC

John Wraga has partnered with Bernard Goba, AIA to form Airside Solutions, an aircraft hangar, development and management company. According to Wraga, the move will enable Cambridge Group LLC and Airside Solutions to provide hangar space for general and business aviation.

"We've developed a turnkey solution for hangar customers" said Wraga. "We can now combine planning, design, permitting, construction and management, if desired. This one stop service ensures a seamless transition from concept to completion, improving time and cost efficiencies. The company will also provide renovation services for hangars."

Both Wraga and Goba have a total of over 65 years of aviation and design experience. The company's main office is located in Medford and can be reached at 781-395-9464.

BOB DOPPLER TO RETIRE

Aviation Electronics to go under new ownership

He started in aviation radio repair many years ago. No, not back to the days of the Edison cylinder phonograph or Dr Lee DeForest inventing the third element in the vacuum tube, but Bob Doppler does go back when pilots were navigating with dit dah and dah dit on radio beams and vacuum tubes that overheated in the summer and oftentimes burned out because of icy cold temperatures in the winter.

He learned electronics during his stint in the Navy. After his discharge, he started his career in 1959, working for John Griffin Sr in the original East Coast Aero Tech School, which went on to become one of the finest technical schools in the country for aircraft and power plant mechanics (as they were called then).

When Griffin decided to eliminate his radio shop and flight school and concentrate strictly on the training of mechanics, Myron Goulian, a crop duster and instructor at East Coast, broke away and started Executive Flyers Flight School while Bob Doppler along with a partner, started Radiofone of New England. Somewhat later, Laboratory for Electronics, who had an extensive electronics department at Hanscom, decided to divest itself of the operation and the department was purchased by Bob Jenney. Bob Doppler then joined Jenney Avionics, as it was then called.

The avionics business being what it was in those times (hectic and unpredictable), Bob Jenney decided to sell the business. It was at that time that Bob Doppler, along with Peter Amos purchased the business from Jenny. When Peter later decided to return to M.I.T., Doppler took over the entire operation, starting with three people.

The rest you probably know. Bob built up his staff with well-experienced technicians who have worked on a variety of aircraft of all sizes. They are well versed in the newest avionics, including the sophisticated "glass cockpits".

But it didn't come easy. When he first decided to purchase the operation, he found the going tough trying to raise enough money. Thanks to another pilot at Hanscom, Murray Patkin who is also one of the largest automobile dealers in this area, he was introduced to Century Bank who gave him that helping hand. As Bob mentions, "I

never realized buying and starting a business could be so difficult. You're really putting your family, future, house and everything else on the line. It's a real gamble. If you don't make it, you could lose everything."

Since that time, he has seen many changes in the industry. As Bob relates, "The industry was, in a sense, haphazard. There was little or no compatibility with various radio components. High quality headsets were unheard of and most pilots flew hours on end with only an aircraft loudspeaker—probably one of the reasons many pilots today are hard of hearing. Vacuum tubes in radios could be erratic. Extremely cold or hot weather could make them burn out faster. Wiring under the panel, oftentimes was a nightmare, since different radio shops around the country used their own method for connections; consequently, there was no standardization."

"When Narco came on the scene, more formalized training began. Narco, which at the time became one of the leaders in general aviation for small aircraft, would travel the country, setting up clinics on VOR for technicians. That practice has since been discontinued so that now our technicians are sent to company locations at our cost to stay abreast of the latest developments."

"And then King Avionics came upon the scene. They started by rearranging the distribution system. Prior to King, avionics were sold to a distributor who then sold it to the radio shops. Every time we needed parts, we had to go through the distributor. This took extra time and money since the distributor also added his fee. King eliminated all this. They sold directly to the shops, thus saving time and money. They utilized solid state in their units, eliminating many of the age-old problems that vacuum tubes caused. Of course the miniaturization of the equipment also brought along with it some financial burdens since we had to purchase new testing and soldering equipment, but in retrospect, it was a boon to the industry."

"Actually, if you look at the industry today, there is no comparison with the highly sophisticated equipment we use today compared with yesteryear. Our avionics are now faster, more powerful, and more reliable and can provide us with multitudes of information, all in one unit to eliminate much of the scanning previously required for a number of units."

"And as for the used market, there's plenty of good stuff available. My suggestion, however; before you buy some of that equipment, check with your radio man to be certain it's not obsolete or a unit that has a track record of trouble."

Bob tells us certain things in the industry have not changed. It's still a "bear" to crawl under the cockpit to troubleshoot or install equipment. Units still occasionally will break down after a repair, provoking the customer's ire and testing equipment and training are required to stay abreast of the new avionics.

But as Bob mentions, "Just look at all the new innovations we've seen; transponders that pop up on your display showing traffic ahead, or multi function displays that offer information such as weather tracking, electronic charts and a plethora of information at a glance."

Of course Aviation Electronics will still remain at Hanscom and offer the same quick, efficient service that has been part of its reputation. The shop will be taken over by Jim Judd and Doug Fields.

Jim Judd, currently chief inspector and majority owner of Aviation Electronics, has had decades of experience working with all varieties of piston and turbine-engine helicopters and airplanes in corporate and general aviation. Doug Fields has had his experience working in electronics with such companies as Tektronix, AstralPoint (now known as Alcatel) and other, small entrepreneurial

network companies. During the last 3 years he has been "learning the ropes", the intricacies of avionics, and intends to carry the company into the 21st century.

Both men concede, however, that Bob Doppler will be a tough act to follow.

Of course the big question: What will Bob do in retirement?

He doesn't feel he'll have any problems. He'll have time to visit his daughter and her family in Maryland or his mother in Florida. He'll still fly his 182 and his radio controlled planes. He'll still do a lot of fishing, boating and scuba diving. And yes, he loves airports so he won't vanish completely. We'll still see him around Hanscom (though not as often) and he'll still attend many of the aviation related functions in this area.

Bob Doppler has worked hard over the years and has made many friends in the aviation industry and we all wish him the best of luck in his future life.

JET AVIATION ANNOUNCES WEEKEND COVERAGE AND MOBILE MAINTENANCE AT HANSCOM

We've all seen Jet Aviation at Hanscom consistently work hard to meet or exceed customer's needs and requirements to provide a vast array of services from aircraft fueling, parking and maintenance to aircraft charter, aircraft sales and service.

But now, Jet Aviation has taken that extra step to provide an even greater service to the aviation community.

According to Burton Schriber, Regional Sales Manager of Jet, they have implemented two new programs to demonstrate their continuing commitment to customer service.

The first is weekend coverage and the second is mobile maintenance.

According to Burton, "Jet has received many requests from customers to provide support and service for their aircraft on the weekends when most service departments are normally closed. To increase support to our customers we have implemented a weekend shift. This shift is designed to provide support for our customers with aircraft operated on weekends. The weekend shift, implemented in July, currently consists of three very experienced technicians qualified to work on small piston aircraft to large turbines."

"The weekend hours are as follows:

Friday from 7AM until 10:30 PM,

Saturday and Sunday 10:00 AM to 10:30 PM

Monday 7 AM to 10:30 PM."

"In addition," he added, "Jet Aviation Bedford has purchased a large truck that will be used to support our customers off site. The Bedford facility has always provided support to our customers whether the aircraft has experienced a mechanical problem while on the road or in a number of instances, we have received requests for assistance when a customer is performing an inspection at their home facility. The mobile maintenance truck has been outfitted with a lift gate that will allow technicians to carry nearly any piece of equipment they need to repair an aircraft. It will also encompass a small workshop with benches so that most repairs can easily be accomplished. The truck can be dispatched anytime throughout the New England area. Obviously, we strongly believe in servicing our customers and should anyone require the services of our mobile

maintenance capabilities, they need only contact Mr. Thomas Kennedy at 781-274-0030 ext 341 for immediate response."

Jet Aviation at Hanscom has always been an innovative, forward-thinking company. You can spot it the minute you walk through their front door. The employees are always friendly and greet you with a smile, and as visiting pilots have mentioned, "the Jet people seem to go out of their way to help you."

ACONE HONORS MEDFLIGHTS' 20TH ANNIVERSARY

In their continual acknowledgment to honor people and organizations for dedication to communities and aviation, the Aero Club of New England (ACONE) paid special tribute to Boston MedFlight, located at Hanscom Field.

At a black tie dinner in celebration of Boston MedFlight's 20th anniversary, David Graham, immediate past ACONE President, presented a plaque to Dr Suzanne Wedel, Executive Director of Boston MedFlight that read:

Boston MedFlight 1985-2005. Upon reaching your 20th Anniversary of faithful, dedicated service to those in need, June 2, 2005. The Aero Club of New England (Founded - January 20,1902). Presented with grateful appreciation.

Boston MedFlight was created in 1980, when a trauma review



(L to R) Dr. Allasdair Conn, Chief of Emergency Medical Services, The Partners' Group; Dr. Suzanne Wedel, CEO - Boston MedFlight (AKA Mrs. Allasdair Conn) and Dave W. Graham

team suggested Boston hospitals develop a single, shared rotary wing transport system to serve designated trauma centers. After much discussion and investigation, Boston City Hospital and University Hospital invited tertiary teaching hospitals to share in the proposed helicopter transport service. And thus was born New England Life Flight, Inc. (d/ba Boston MedFlight) (BMF).

BMF was officially started in 1985 and since then has grown considerably, thanks in large part to Doctor Suzanne Wedel, the executive director. Wedel had worked at a trauma center in Maryland and was well acquainted with transporting critically injured patients from the hills of Maryland to local hospitals. According to Dr Wedel, Boston MedFlight (BMF) is a CAMTS accredited Critical Care Transport service which utilizes three helicopters, a fixed wing aircraft as well as two critical care ground vehicles. BMF's mission is to extend the tertiary care services of the major Boston hospitals to the citizens of Massachusetts and New England. The service is available 24 hours a day and seven days a week.



As a non-profit organization, BMF transports patients regardless of their ability to pay and is financially supported in part by a consortium of Boston hospitals including Beth Israel Deaconess Medical Center, Boston Medical Center, Brigham and Women's Hospital Children's Hospital, Massachusetts General Hospital, and Tufts New England Medical Center. Since 1985, BMF has played an integral role as part of the Massachusetts EMS system and the community hospitals of New England

Over the years, BMF has received numerous accolades for its magnanimous work in transporting the injured to hospitals, oftentimes in a life saving situation.

When members of the Boston MedFlight team rushed to a child's aid after a disastrous head-on collision the appreciative mother wrote, "Thank you MedFlight. You saved my child's life."

In another letter, after a severe boating accident, the critically injured victim wrote, "I thought of my wife and children and silently begged for the helicopter to come. I strained to hear the pounding of the rotor blades and wondered whether soldiers in Vietnam had felt the same, as they lay injured. Then, as if in a movie, I heard the faint thump-thump of the helicopter's rotor blades and I knew I would make it."

The above comments are from just a few of the grateful thank-you notes along with numerous certificates of appreciation and achievement, that adorn the walls at the Boston MedFlight headquarters (BMF), located on Hanscom's East Ramp.

But even more impressive is the fact that the BMF team can quickly spring into life-saving action at a moment's notice, 24 hours a day, seven days a week.

MedFlight has saved countless lives, regardless of financial status, by transporting individuals to hospitals under all types of hazardous conditions and weather.

During catastrophes and accidents, police and fire departments, knowing MedFlight will land on roads or atop buildings, will always clear the way for them to transport the injured to the nearest hospital.

Though originally based at Logan and Boston City Heliport, MedFlight found it more expedient to base their aircraft at Hanscom and Plymouth, thus saving considerable time in servicing the Cape



or Northern New England.

When discussing the BMF staff, Dr. Wedel exudes a great sense of pride as she describes the type of person they employ; motivated, disciplined, well-trained employees who have the ability to take immediate control in a critical situation. "There is no second guessing here," she says, "our people are trained to think quickly. These are life-saving decisions they make."

So next time you hear the whirring of rotor blades, that resonating thump-thump helicopter sound over your head, remember the Boston MedFlight slogan so proudly voiced by Dr. Suzanne Wedel.

"24 hours a day, 7 days a week, 365 days a year,
WHEREVER YOU NEED US-WE'LL BE THERE
WE'RE BOSTON MedFlight."

OSHKOSH BREAKS ALL ATTENDANCE RECORDS

"BEST EVER" CLAIM HANSCOM ATTENDEES

Without a doubt, the recent Oshkosh EAA AirVenture 2005



broke all records, according to EAA President Tom Poberezny.

Estimated Attendance was 700,000, a 7 percent increase over 2004. Over 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh, as well as other airports in the Oshkosh area.

Among them were many Hanscom pilots who visited the site during the convention. Especially impressive, was the formation of over 100 Bonanzas who converged to Rockford, Illinois airport to form up, after which they flew in formation to Oshkosh. Among the pilots was Ken MacDonald of Hanscom who exclaimed, that for him, it was one of the most heady experiences of the entire event.

The seven-day convention included a record 1,267 homebuilts, 924 vintage aircraft, 386 warbirds, 196 ultralights, 130 seaplanes and 24 rotorcraft for a total of 2,927 showplanes.

In addition, about 900 media representatives were on site, compared to about 700 last year.

Of course the air shows are something to behold. They're exciting, thrilling and exhilarating. The show featured aircraft from early air racers to historical airplanes, followed by the one of the most exciting air shows seen anywhere.

Top performers such as Sean Tucker, Patty Wagstaff and



Hanscom's own Michael Goulian from Executive Flyers put on a three-hour spectacular.

During nighttime, attendees visited the Theater in the Woods; where over 4,000 people enjoyed aviation programs and entertainment, featuring NASA astronauts, top test pilots and world-famous aviation personalities. Even the SpaceShipOne Team made its triumphant arrival at the show.

Words, however, cannot convey the excitement and activities of the show. To get a better sense of that event, we are presenting photographs of the happenings throughout this issue of The Hanscom Beacon. Many photographs were submitted by Ken MacDonald, Shelia Bauer, Tony Janco and Julie Seltsam. Incidentally, Tony Janco FAA New England Region Flight Standards Inspector and Julie Seltsam, FAA New England Region Aviation and Space Education Program Manager taught kids safety during the week at EAA's Oshkosh KidVenture Exhibit. They met with over 10,000 youngsters during the week.

SECURITY IS EVERYONE'S BUSINESS

Last September 15th, a combined FAA Safety and Hanscom tenants meeting was held at Jet Aviation. The featured speaker was Sgt. Brian Duffy of the Massachusetts State Police, an expert on Behavior Pattern Recognition who presented the group with an overview of the concepts involved. Sgt. Duffy has also presented this information nationwide to police officers.

One of the tenants who was instrumental in arranging this security meeting was Tom Hirsch. We asked Tom to send us a report on the results of the seminar.

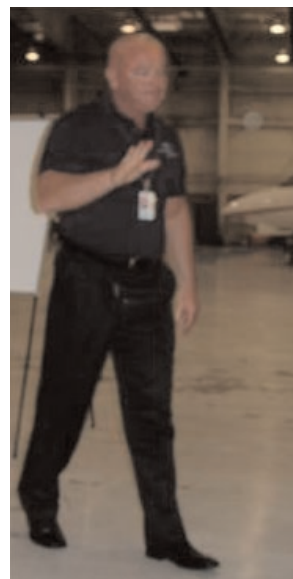


TOM: "Overall, the meeting was termed highly successful by everyone in attendance. Sgt. Duffy kept his talk informative, lively and animated so that all attendees remained interested throughout the session."



"Sgt. Duffy went on to say that the work being done currently by the TSA, looking for prohibited items, is somewhat better than before 9/11 in terms of overall security and added that the emphasis should be on the behavior of the passengers. He explained that there are certain recognizable patterns that can be observed in the terminal before the people even get to the screening area. Folks that are traveling should match their destinations or origins since people never travel without reason or preparation. Those that do not fit the pattern are out of place and should be investigated. They may be just fine but that can be determined by asking directed questions about their travel plans while observing their body language."

"Sgt. Duffy pointed out that these techniques are virtually cost free and only require training on how to make these observations. No hi-tech equipment is required. He went on to say that this is not the racial, ethnic, or religious profiling that is often mentioned. We need to stop the terrorists in other places than the gate area. He told us that the terrorists are very patient and will look for the weakest point for attack and have not given up."



"He added that he would be happy to give more detailed training to any group that is interested in these methods."

Also at the meeting (shown above), Thomas J. Kinton, Jr., Director of Aviation at Massport, presented a recognition award to Chris Shewokis of Signature Flight Support for his part in confronting a suspicious person on the ramp. The action by Chris resulted in the State Police arresting this person for trespassing. Mr. Kinton also expressed his concern for airport security.

Jet Aviation should be highly commended for the use of their facilities and the great snacks and beverages provided.



Barbara Patzner
Airport Director

HANSCOM UPDATE

It hardly seems possible that we haven't had a Hanscom Beacon since June, so this is my first opportunity to thank all of you who participated in the Triennial Exercise that we held last July. It was a job well done, and your efforts were greatly appreciated.

To update those who didn't

participate, we simulated an aircraft accident that involved mutual aid response from Bedford, Concord, Lexington and Lincoln. These exercises must be conducted every three years in accordance with Federal Aviation Administration regulations. The exercise enables us to test and evaluate the emergency response system at our field. It also gives the various emergency response agencies in the area an opportunity to check on the effectiveness of their communications with one another. The drill was a great success.

Another safety effort resulted from discussions at a summer tenant meeting. An airport signage focus group was formed to review the existing signs and to determine if additional signs are needed. It was noted that there doesn't appear to be signage identifying Tango taxiway when traveling east to west on Echo taxiway. There was also discussion about Echo and Whiskey being one long taxiway, while at most airports it would have one name. These are issues the sign committee will review and address.

We have also started the environmental permitting process for upgrading the Runway Safety Areas at the ends of Runway 5/23. This involves re-grading the pervious surfaces on either side of both runway ends. At the Runway 23 end, wetlands are affected.

Along with safety, security is a high priority. Did you see the recent television film on NECN-TV? It demonstrated how sensitive the news media and public are concerning airport security. You may feel like the risk is overblown, but if a small Cessna or Piper were purposely crashed into a stadium filled with people during a sporting event, it would certainly cause considerable destruction and panic.

Not long ago, Homeland Security sent out reminders that terrorists look for weak spots in security, and planes are considered to have a high target potential. I again implore you to be extra vigilant at our field: wear a visible badge when in the SIDA and challenge anyone in the SIDA who isn't escorted and appears not to have a badge.

To assist all of us become better equipped to prevent an incident at Hanscom, Sgt. Duffy of the State Police shared his Behavioral Pattern Recognition program on a recent Thursday evening. He presented techniques for identifying terrorists. The program was well received by the audience, and we're hoping to have him back for a repeat performance. Many thanks to Jet Aviation for hosting the event.

Maintaining Hanscom Field requires constant vigilance. Additional repair on some of the t-hangar roofs is part of a recent bid package. The work should be done in the fall. You probably see the crews repaving a section of the East Ramp. We have gone out to bid for a small sand and deicer storage facility that will be erected adjacent to Charlie taxiway, improving accessibility by Massport staff to these products during winter storms. We also plan to install a sprung structure next to the maintenance garage to protect equipment that doesn't currently fit in our facility.

Logan and Hanscom are getting upgraded Noise Monitoring Systems. The Hanscom portion of this program is \$200,000. Work is being done to develop a new user-friendly website for sharing

noise related information. And last, but certainly not least, we have gone out to bid for bathroom upgrades in the civil terminal.

Along with the Massport projects, there are third party development plans that we are facilitating. Massport recently selected Stream Enterprises to rebuild Hangar 10. And as you may know, Massport accepted Crosspoint Aviation's proposal to develop a third FBO at the Hangar 24 site last spring. The latter decision triggered concern by the residential communities, and they requested additional environmental review by Mass. Environmental Policy Act (MEPA) staff. MEPA recently determined that the project does not exceed any thresholds that require additional review.

In closing, I want to remind you that there is a tenant meeting scheduled for 1:30 p.m. on the third Tuesday of every month. We send out a reminder via the Beacon email. Occasionally we have had to change the date or time and that is also publicized on the Beacon email—or you can call 781-869-8000 to verify. The meeting allows dialogue on the issues that impact you and Hanscom Field, and your participation is important to us.

Thank you.

Barbara Patzner

AROUND HANSCOM

Jack Keenan of the **FAA Boston FSDO** has come up with a novel, yet very effective idea as a memory aid. The product can be used to help people remember such things as slowing down while driving, preflight etc. Since we all look at our wrist watches often, Jack has constructed a number of very small stick-on dots put on a paper. These dots can be taken off the paper like stickers and then put on the your wristwatch by capillary action. The dots serve as a reminder for whatever purpose you need. They come in several different colors to designate the level of awareness.

Crosspoint's new facility is expected to open in the spring of 2007 and will consist of a 60,000 square foot hangar, 18,000 square feet of flight support, and 13,000 square feet for passenger services. "**Crosspoint's** operation will redefine the aviation experience in terms of customer security, convenience, privacy, and personal attention to detail," said **Crosspoint's Director of Aviation Services Tim Sullivan**. "We look forward to providing an outstanding level of FBO service to the corporate and private aircraft owners at Hanscom Field."

With the addition of Crosspoint, Hanscom's facilities will now include three full-service FBOs, flight schools, several corporate flight departments and regional commercial service. At an elevation of 133 feet, Hanscom operates two runways with runway instrumentation for all-weather operations.

LINEAR AIR CEO Bill Herp is looking to a bright future. Although many companies are anticipating utilizing VLJs (very light jets) Bill feels he made the right move by starting out with Cessna Grand Caravans to get the jump on the industry. And Bill may be right. **Linear Air** has already expanded their fleet from one to three Cessna Grand Caravans in just under a year.

Bill is now planning to be in five markets by early next year and have a 30-aircraft fleet by 2010. He is also in the process of raising a second round of capital to support the \$10 million in financing needed to purchase the first of 30 VLJs he anticipates using.

The turbine-powered Grand Caravans are an excellent aircraft. They can carry up to 12 passengers, although Linear Air has configured it for only eight guests. It can fly above most weather, at speeds rivaling jet service. Best of all, it has a 99.8% dispatch rate

since it entered service in 1985, meaning it beats the airlines hands down in the all-important on-time category.

Bill Herp may be just the type of visionary that the airline industry needs in charter flight. The Caravans can get into smaller airports, expediting travel time for busy executives and, in the end, saving time and money.

If you ever get the opportunity, check out the **Lexington Astros**. **Fred Bellows** has been pitching for them for some time and he's well worth watching. Fred almost went pro a number of years ago, but unfortunately, as he was going to report to the farm team for a major league club, he got into an automobile accident that affected his pitching arm.

Speaking of baseball, we saw old Red Sox #39 talking to **John Wraga** outside John's office. **Bob Montgomery**, number 39, was catcher for the **Boston Red Sox** for ten consecutive seasons, from 1970-79, serving as primary back up to **Carlton Fisk** for much of his career. He was a proud member of the 1975 World Series Team.

Bob has hardly been taking it easy since his retirement from the Red Sox. He is an 11-time **Emmy Award winning major league sports commentator** with fourteen years in television and radio. He is also an accomplished motivational speaker, VIP host, and corporate spokesperson. He has been recognized in his community with the **Bosox Man of the Year** as well as the **Good Scout Award** and **Big Brother Association Award**, among others. .

Bob is also a licensed pilot and an avid model railroader and golfer. Currently, he's doing color analyst duties on **Pawtucket Red Sox** for Cox 3 television, as well as CN 8 telecast for Eastern league games and is employed by Adventures in Advertising, a marketing firm, involved in sale promotions and marketing premiums.

Remember **Ron Connolly** who worked the Hanscom Tower for a number of Years? He was also a CFI at Executive Flyers. Ron was highly respected not only as an exceptional tower operator, but also as a really good person. We spoke to him recently. He's now working at Charleston, SC in the control tower and suggests any local pilots flying in that vicinity call him.

A word to the wise. Be aware of **Temporary Flight Restrictions (TFRs)**. Remember, TFRs don't apply only to the president's travel itinerary, but the FAA institutes temporary flight restrictions for hazards to aviation, such as forest fires smoke, volcano plumes, and air shows, as well as for security reasons. Most temporary flight restrictions (TFRs) are noted on the FAA home page, <http://www.faa.gov/>. It behooves you to check it out regularly and to certainly call Flight Service prior to any flight, no matter how short or how local.

Continued top of next column

EMAIL ADDRESS LIST FOR HANSCOM RESIDENTS BEING COMPILED

The Hanscom Airport Operations Department is continually updating its tenant information database. They would like to add your e-mail address to the database, so they can forward notices and important information to you.

If you are interested, please forward your e-mail address, as well as any other address and phone number changes, to:
beacon@massport.com.

This address can also be used to report any problems or outages with your T-hangar or tiedown as well.

At the request of the **U.S. Secret Service**, the FAA can restrict airspace around locations where the president is visiting for TFRs of up to 30 nautical miles in radius and heights of 18,000 feet. Generally, all flights that have not received special security vetting by the Transportation Security Agency are prohibited within these TFRs.

As of May 12, 2005, there have been approximately 1,682 pilot deviations filed for violations of the restricted airspace in and around the National Capitol Region since the ADIZ was put in place February 13, 2003.

As of May 12, 2005, there have been 2,211 security-related airspace violations in the Washington, D.C. area. This includes violations of the FRZ, P56, P40 (Camp David), and other violations that occurred before the ADIZ was put into effect.

Remember, there is no fooling around. The FAA has the authority to take certificate (suspension or revocation of the pilots' certificate) or civil-penalty (monetary) actions against pilots who violate the **Federal Aviation Regulations or Federal Aviation** laws. Most of these security-related violations result in 30- to 90-day suspensions of the pilots' FAA certificates. Other agencies may pursue criminal actions if those are warranted. Even if you fly VFR, it's a good idea to use flight advisories. In this way, if you are about to accidentally invade a restricted area, chances are you will be warned by traffic control prior to your invasion.

THE DREADED MEDICAL article which was written by **Bill Cuccinello** in conjunction with **Dr Paul Clark, Regional Flight Surgeon**, and recently appeared in the **Federal Air Surgeon's Medical Bulletin** and the September-October issue of the **FAA Aviation News**, is also being run in the **I FLY AMERICA** web site.

The **I Fly America** is an organization of pilots, aircraft owners, and aviation enthusiasts from across the nation who share a common mission -- working together to improve the safety, affordability, growth, and fun of general aviation. Membership in **IFA** is currently free and offers a number of useful benefits, which may be worth investigating. You can learn more about IFA at www.iflyamerica.org.

Pilots flying in the vicinity of Westover should be apprised of the following information. **John Vacon, Air Traffic Manager at Westover**, suggests we pass this information on to pilots flying in that area. Westover now has a 5.7-mile radius to its class D airspace and oftentimes BDL approach will terminate radar advisories with the aircraft prior to entering Westover's airspace. It is then the responsibility of the pilot to contact Westover for approval through the Class D. The Westover frequency is 134.85. Incidentally Westover is a joint use field and they do allow practice approaches and full stop landings. John suggests, however, that when you land you stop by the FBO Metro Air to check in.

BE A GOOD NEIGHBOR. FLY FRIENDLY.

USE AOPA OR NBAA NOISE ABATEMENT PROCEDURES.

If you have news you feel may be of interest to readers of The HANSCOM BEACON, please direct your information to:

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